

REPORT NO.

CB NO.

25X1

DATE DISTR 26 July 1954

NO. OF PAGES 2

NO. OF ENCL'S
(LISTED BELOW)

25X1

**SUPPLEMENT TO
REPORT NO.**

THIS IS UNEVALUATED INFORMATION

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES, WITHIN THE MEANING OF TITLE 18, SECTIONS 793 AND 794, OF THE U. S. CODE, AS AMENDED. ITS TRANSMISSION OR REVELATION OF ITS CONTENTS TO OR RECEIPT BY AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. THE REPRODUCTION OF THIS PAGE IS PROHIBITED.

Construction work on the Warsaw-Brest Litovsk railroad line has been resumed after the termination of winter weather. However, construction work has made slow progress so far. Only one bridge was completed in the Malaszewice-Terespol sector; two tracks have been constructed as far as the second bridge. On the right hand side of the two tracks, even in the direction of Terespol, there was space for two additional tracks, then followed 10 more standard-gauge tracks. Source believed that two Soviet-gauge tracks are scheduled to be constructed in the space between the groups of 2 and 10 tracks. German bridge personnel believed that their missions would terminate at Malaszewice after completion of the line.

a. Rails in the Frankfurt/Oder - Minsk Mazowiecki line section have been laid on wooden ties and broken stone ballast. Between Minsk Mazowiecki and Malaszewice the line has wooden ties laid on gravel ballast. Between Malaszewice and the Bug River, the standard-gauge line consists of wooden ties and broken stone ballast, while the Soviet-gauge track has gravel ballast. No welded rails were seen. There were indications that the gravel ballast still in use on the line is to be replaced by broken stone ballast.

CLASSIFICATION

~~SECRET~~

[illegible]

Approved For Release 2003/08/06 : CIA-RDP80-00810A004300120009-2

SECRET/

25X1¹

- 2 -

1. Comment. The intended electrification of the Warsaw-Katowice railroad line was known previously. Also other sources reported that electric operations had been resumed on this line between Warsaw and Skierniewice. According to credible press reports, the rolling stock for electric railroad operations is being built at the Państwowa Fabryka Wagonow (railroad car factory) (PAFAMAG) in Breslau, formerly the Linke-Hofmann Railroad Car Works at Lauchhammer. Electric operations are scheduled to be started as far as Czestochowa in the spring of 1956.
2. Comment. Information on the construction of a southern railroad bypass extending from Warsaw to Lukow on the Warsaw - Brest Litovsk railroad line, was transmitted previously. According to available information, the bypass is to originate at Skierniewice and to run to Lukow via Warka-Garwolin. From a technical point of view, this course appears plausible. The information that a new railroad line will be built between Koluszki and Lukow requires confirmation.

LIBRARY SUBJECT AND AREA CODES

2-02-0404

7/54

755.214
755.43
755.81
755.52
755.213
755.51

55M
55M
55M
55M
55M
55M

(+1)

SECRET/